

Above: herring vessels tied up at Douglas port after the season closed last Thursday.  
Below: *Serlinga* from Peterhead and (bottom) *Patricia Campbell*, another of the Douglas registered vessels.

## HERRING SPREE OVER

THE SHORT but eventful Manx herring season closed prematurely last Thursday and catches earned just over £3m. With quality of fish poor during the early part of the fishing, this figure was well down on last year's £4.4m.

Fishing was suspended several days earlier than expected when officials considered that the 8,100-tonne TAC had been reached. A further 900-tons had been allocated to the Irish fleet.

Royal Navy helicopters and a gunboat have now moved in for a daily "poacher patrol" to ensure nobody defies the controversial ban.

### Curtailed

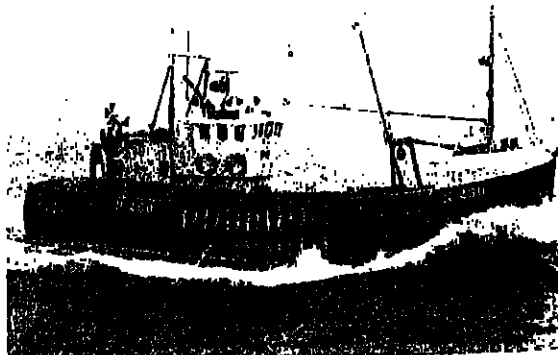
News of the early end to the season was broken to fishermen last Wednesday following meetings with their various associations, the processors, the Manx Board of Fisheries and others.

Lawrence Corlett, secretary of the Board, said they took the decision after calculations were made and it was thought the TAC had been achieved.

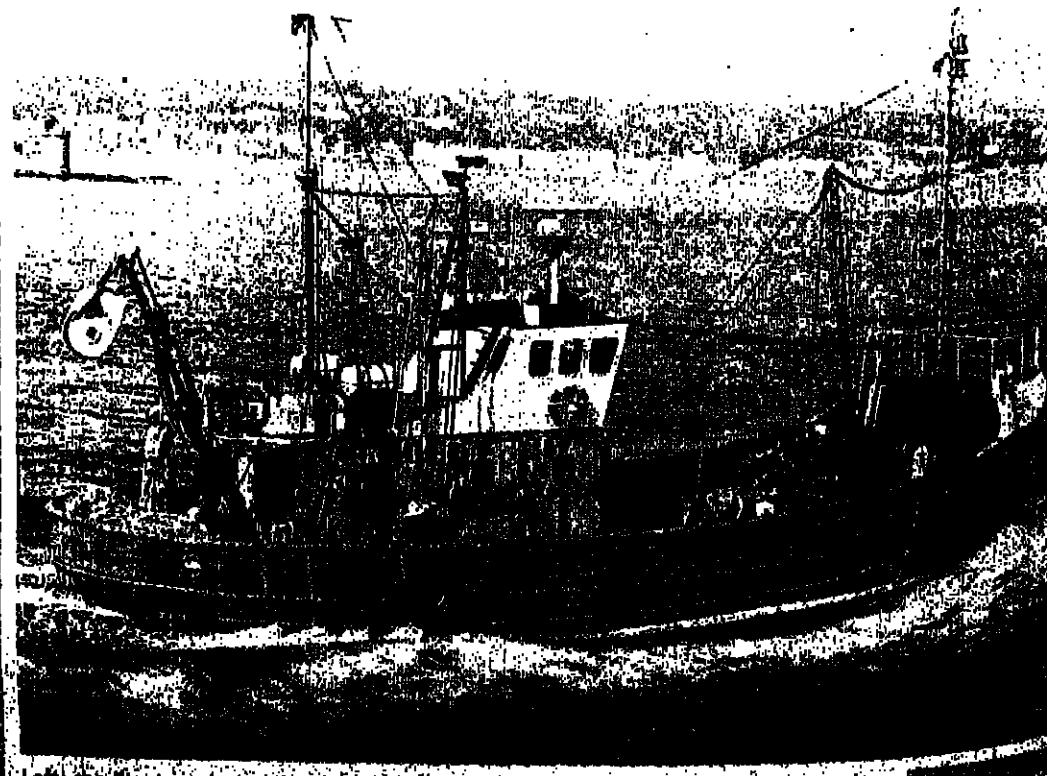
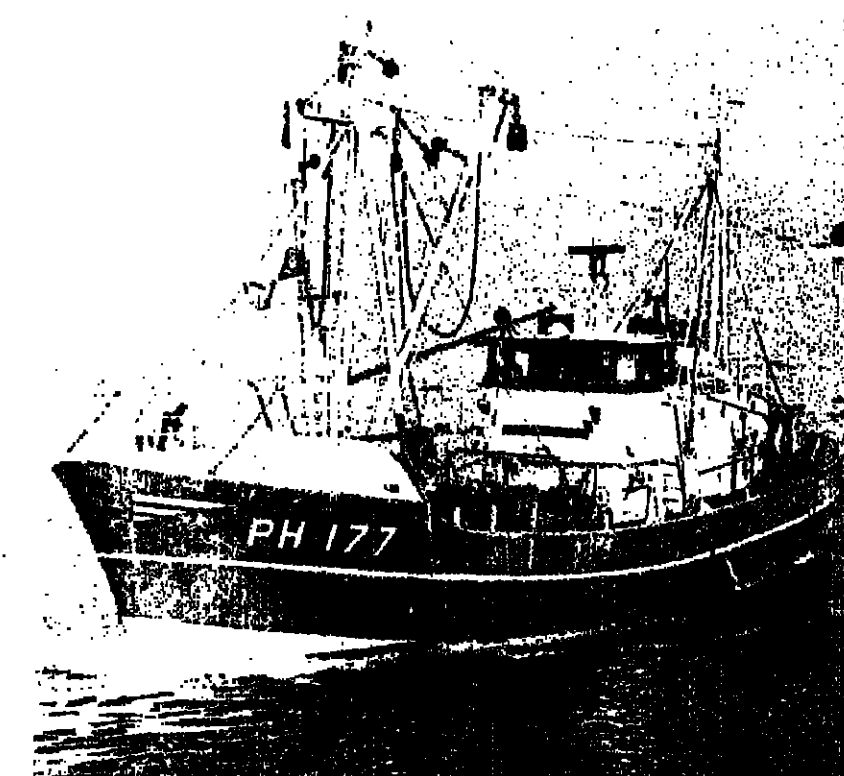
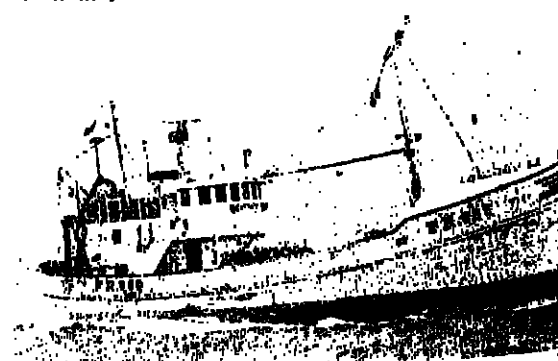
"There might be a slight shortfall," he said, "but it's better to be a few tonnes under than to overshoot by one unit."

Prices when the ban started had been as little as £35 per unit of around 300 fish. This was attributed to a slackening in demand from the Continental and Scandinavian buyers who were fast running out of barrels to ship their purchases away in.

The fishery is now closed until the New Year. In this picture report we take a look at some of the visiting boats on the grounds.



Above: *Loyal Friend* coming into Douglas and (below) *Camellia*, FR287.



Left: the Fleetwood vessel *Angie Margaret* and (above) the Peterhead trawler *Victor*.

# SPANISH DEAL— IRISH OUTRAGED

MINISTER John Silkin was continuing his blockading tactics in the EEC at the weekend by opposing an increase in licences for Spanish vessels on a permanent basis. At the same time Irish fishermen were outraged by the temporary agreement with Spain, which they claim is selling away their waters.

Mr. Silkin invoked the UK's vital national interests when objecting to the framework fisheries agreement concluded with Spain on September 23, which means an increase from 121 licences to 240.

He used the same argument as with the Norwegian framework agreement: namely that there could be no progress on the external parts of the Common Fisheries Policy until the internal parts had been settled.

Similarly, he insists that there must be a global agreement on the CFP rather than a series of salami agreements.

However, the German President of the EEC Fisheries Council, Joseph Ertl, pointed out that as the UK has already signed framework agreements with Sweden and the Faroe Islands, her policy is inconsistent.

The one meagre achievement of the day was agreement on a vastly improved three-month interim regime for Spain from October 1 to December 31. The number of licences for Spanish vessels has been raised from 121 to 240 and, by using the coefficient for smaller vessels, the actual number could be much greater.

The licences are distributed as follows: west of Scotland (ICES Zone VI) 41, south-west Ireland and south-west England (ICES Zone VII) 106, Gulf of Gascogne (ICES Zone VIII) 93.

The hake quota has also been raised from 2,650 to 4,500 tons. This follows a re-

vision of the EEC Fisheries Council, which described the agreement as a major breakthrough. Mr. Murrin said it was "a bloody bad deal."

In the deal, Mr. Murrin said that the area talked about was predominantly in

that all nets be returned and also the value of the catch.

This is welcome news for Spain, as at present numerous Spanish fishing vessels are detained: eleven in French ports, one in Ireland and two more just arrested there, with another expelled from British waters.

Mauritania. West Africa, has also just arrested seven Spanish flag vessels and some 110 crew members.

Our correspondent in Spain reports that Spanish fishermen are rejoicing over the fishing deal with the EEC. Some 392 Spanish boats need licences for EEC waters and, at present, only 121 have them — less than one-third of the fleet.

## £16,000 fine

THE SKIPPER of a Spanish trawler caught poaching 38 miles inside British waters was fined £16,000 with £150 costs by Plymouth magistrates on Monday. The vessel was ordered to be detained until the fine and costs are paid.

Earlier this month another Spanish skipper was fined £15,000 for a similar offence. On Monday Juan Jose Zubizaray, skipper of the 100ft. trawler *Chemaypa*, admitted having no licence to fish.

Robert Leest, defending, said the trawler was much smaller than the Scottish boats expected soon in the south-west.

Mr. Leest said there was a rumour that the Spanish Government ran a fund for skippers caught without a licence but this was not so. He said Juan Zubizaray and his three partners would have to raise the fine themselves, or forfeit their £250,000 vessel to the court's bailiffs.

In conclusion, he said the Spanish Government had given no assurance at all to pay the fishermen's fines. The fine was paid on Wednesday and she sailed off.

### Spotted

Anthony Collin, prosecuting for MAFF, said the trawler was spotted by the naval fishery protection vessel HMS *Guernsey*. Her position was fixed by the navigation officer who found she was 41 miles off *Prevost Head* and, therefore, 38 miles

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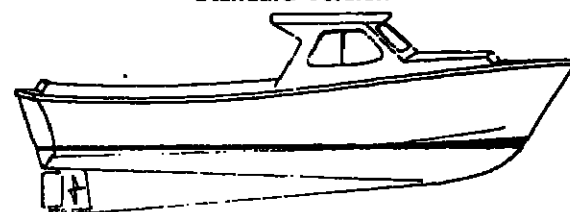
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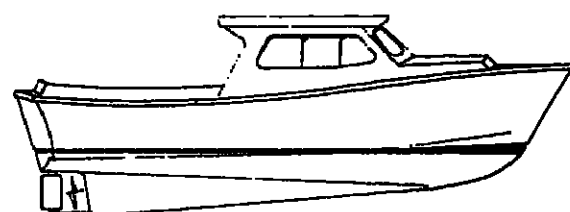
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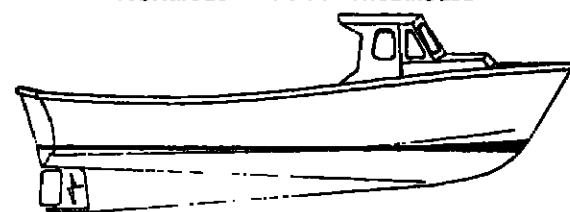
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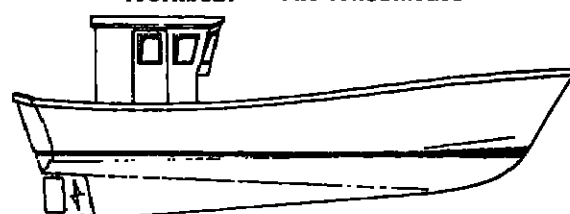
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# MASSIVE FISH TRADE GAP AS EXPORTS FALL

BRITAIN'S trade deficit on fish products rocketed to a record £77m. in the first seven months of this year. In July imports reached £24m. — a rise of nearly 13 per cent on June. The trade gap was widened when exports fell by 17 per cent.

Frozen fish represented the biggest drop in exports during July, falling to just over £2m. compared with £2.7m. in June.

In the first quarter of this year, exports of fresh and frozen white fish were 139 per cent up on the previous year and this reflects the massive contribution being made by the mackerel fishing off the south-west of England. According to the White Fish Authority's *Supplies Bulletin*, mackerel ex-

ports were 773 per cent up on the previous year. Fresh and frozen mackerel now represents 77 per cent of total exports of fresh and frozen white fish.

## Reliance

Although Nigeria was the biggest customer for British caught mackerel this year taking 21,502 tonnes, the *Supplies Bulletin* reveals the growing reliance on Communist transshipping operations.

Bulgaria topped this list with 12,187 tonnes, followed by the Soviet Union (10,979 tonnes) and East Germany (6,770 tonnes). A full break-down of the trade figures for July will be given in our *Fish Handling* supplement, October 13.

# Silkin 'playing for time'

CONSERVATIVE policy chief Sir Keith Joseph, visiting Grimsby last week as the guest of the Grimsby Conservative Association, claimed the Agriculture Minister, John Silkin, is playing for time over the EEC fisheries talks.

Sir Keith said he believed the British fishing industry with its European involvement needed special attention and promised to ask Mrs Thatcher and the Conservative Minister for Fisheries, John Peyton, if they are willing to produce a party policy statement on fishing.

## Visits

Sir Keith made a flying visit to the fish docks to see for himself the problems the Grimsby industry is facing. At the Grimsby Exchange Fred Parkes, president of the Grimsby Fishing Vessel Owners' Association, in a stirring speech heavy with statistics to emphasize the startling decline of the industry at Grimsby over the past few years, told Sir Keith: "What the industry needs is a policy statement from the Conservative leader."

He said the industry was not prepared to accept the small percentages the EEC

was offering Britain and if a Conservative Government were returned, the fishing industry would be one of the major items it would consider.

Sir Keith disclosed the UK fishing matters were frequently discussed at meetings of the Shadow Cabinet. "We shall expect to negotiate with Europe fair treatment for the fishing industry in terms of both limits, conservation and stocks. After all Britain has by far the larger amount of water and fish of all the nations in Europe."

"Mr. Silkin is trying to play out time until an election. One day, sooner or later, a British Government will have to make a bargain with our neighbours. We think that a Conservative Government that doesn't contain characters like Mr. Wedgewood-Benn will be in a better position to negotiate a satisfactory fisheries agreement than the present Government."

## Save

Earlier, when he was asked how a Conservative Government would go about saving jobs in the fishing industry on Humberide, Sir Keith said he felt subsidies in most cases did more harm than good.

Accompanying Sir Keith throughout his tour, which was devoted to many other aspects of Conservative policies, was Robbie Blair, the prospective Conservative candidate for Grimsby. Sir Keith is the latest in a long list of Conservative "big guns" who have been persuaded to visit the South Humberide constituency, regarded as marginal, and who have taken a special interest in the local fishing crisis.

# fishing news

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September 29, 1978

# TWENTY-FIVE FACTORY SHIPS FOR CORNWALL

SCOTTISH fishermen began negotiations last week aimed at making Falmouth the base for their biggest-ever fishing operations off Cornwall.

Mr. Lovie, chairman of the Scottish Fishermen's Organisation, predicts that there will be up to 180 trawlers in the south-west mackerel fishery this winter — twice as many as last season. Of these 100 will be Scottish — compared with 40 last season.

Mr. Lovie also predicts up to 25 Eastern bloc factory ships in Falmouth Bay and Carrick Road compared with an average of about 15 last season, which saw the introduction of the processing and transshipment operations off Falmouth.

The SFO wants to use Falmouth as a base for fuelling, watering and berthing facilities.

He says the deal could be worth around £8,000,000 for Falmouth in terms of the dockyard services, the regular purchase of bulk supplies of

food and other provisions from the town, and the spending activities of fishermen coming ashore.

Mr. Lovie anticipates that up to 95 per cent of the fish caught would be sold and transhipped at sea to the Eastern bloc factory ships.

If the plans materialise, the purse seiners and pair trawlers will start arriving in the area in late October.

Management at Falmouth Docks, part of British Shipbuilders, have had a first round of talks with Mr. Lovie, Mr. W. J. Lyon-Dean, chairman of the Herring Industry Board, and Robert McNab, the SFO's accountant.

Both parties are so far non-committal about the likely outcome, although further talks are likely to take place shortly. The Falmouth Board is considering the proposals, and Mr. Lovie said earlier this week that he was ready to

return to Falmouth at 24 hours notice.

Peter Tierney, contracts manager for Falmouth Docks and Engineering Co. Ltd., said there could be "quite a lot in it" for Falmouth Docks and potentially a "fairly considerable" spin-off on the repair side.

The Falmouth move follows the herring ban elsewhere and the news that the Government will allow in the region of 100,000 tons of mackerel to be caught off the south west this winter.

## Wrong

Mr. Lovie said his organisation believed "the scientists had got it wrong" but if the Government said they could catch 100,000 tons then they would try to catch it. Failure to do so could hamper future negotiations.

# Scots back seal cull

SCOTTISH FISHING representatives have come out in support of a proposed cull of grey seals at Orkney, North Ronald and the Western Isles.

The Scottish Fishermen's Federation and the Scottish Office of the British Fishing Federation has been reluctant to comment in the public debate surrounding the cull.

which has now been given the go-ahead by the Scottish Secretary of State.

Having now carefully studied the scientific advice for a cull to take place over the next six years, the federations now feel that the cull is needed to save the 66,000 tons of fish a year the seals are estimated to eat.

A joint statement says: "Whilst we appreciate the

sensitivity of the whole question of seal culling, and also respect the sincerity of the opinions held by those who oppose it, scientific facts clearly demonstrate that the substantially increased seal population is having a devastating effect on fish stocks — including some of the prime human consumption species — which are already under very severe pressure from all directions.

"Indeed the fishing industry is currently suffering very painfully, in both human and economic terms, from the imposition of catch controls throughout all the areas in which it has traditionally operated and this is quite irreconcilable with a situation which permits a growing seal population to make such substantial inroads into valuable human consumption fish stocks."

to get anyway." He added: "I don't seriously think that any of the Scottish or east coast boats welcome the increase in the catch quotas."

"I don't think you will find a single Cornish hook and line fisherman who seriously believes that the mackerel will be here in five years' time as they are now."

"I assume the Government is orientated towards international wheeling and dealing, trading Cornish mackerel for Russian cod. A few years at this level of fishing will kill the mackerel fishery and I don't suppose the Government will really care."

David Mudd, MP for Falmouth — Camborne, commented: "While in the short term it could mean a great deal of revenue for Falmouth, would this not be at the cost of the Cornish fishing industry? Could it be short-term gain, long-term disaster?"

After his talks at Falmouth Docks, Mr. Lovie and his colleagues met Captain David Banks, Harbour Master and Clerk to Falmouth Harbour Commissioners.

Captain Banks gave them copies of the letter recently circulated to all masters of the Eastern bloc vessels working at Falmouth last season, urging measures to reduce noise, smell and anchor dragging, which prompted numerous complaints.

"I hope there will be no snags," said Captain Banks. "We weren't really prepared for last season's operations, and we hope this year's operations will be more controlled."

# Claim when training

SHARE fishermen going on full-time training courses can claim credits for contributions paid to the Department of Health and Social Security.

Following enquiries from members, the Fisheries Organisation Society has been looking into the situation and has obtained the following information from the DHSS.

Leaflet NI 125, obtainable from local offices of DHSS, shows that it is possible for a share-fisherman undergoing a course of full-time training to be given credits for weekly contributions. This is subject to certain conditions set out in the leaflet.

These conditions (which are contained in Regulation 7 of the Social Security (Credits) Regulation 1976) relate to the contribution record, length of course and age (over 18 before the beginning of the tax year in which the training period occurs).

Claims to contribution credits must be made on Form CF55C (also obtainable from the local office of the DHSS) to the DHSS General Section, Records Branch, Newcastle-upon-Tyne, NE98 1XX.

If the application is approved, a formal certificate of attendance at a course of training will be required which should be completed and returned at the end of the course. Credits awarded will then be added to the fishermen's records.

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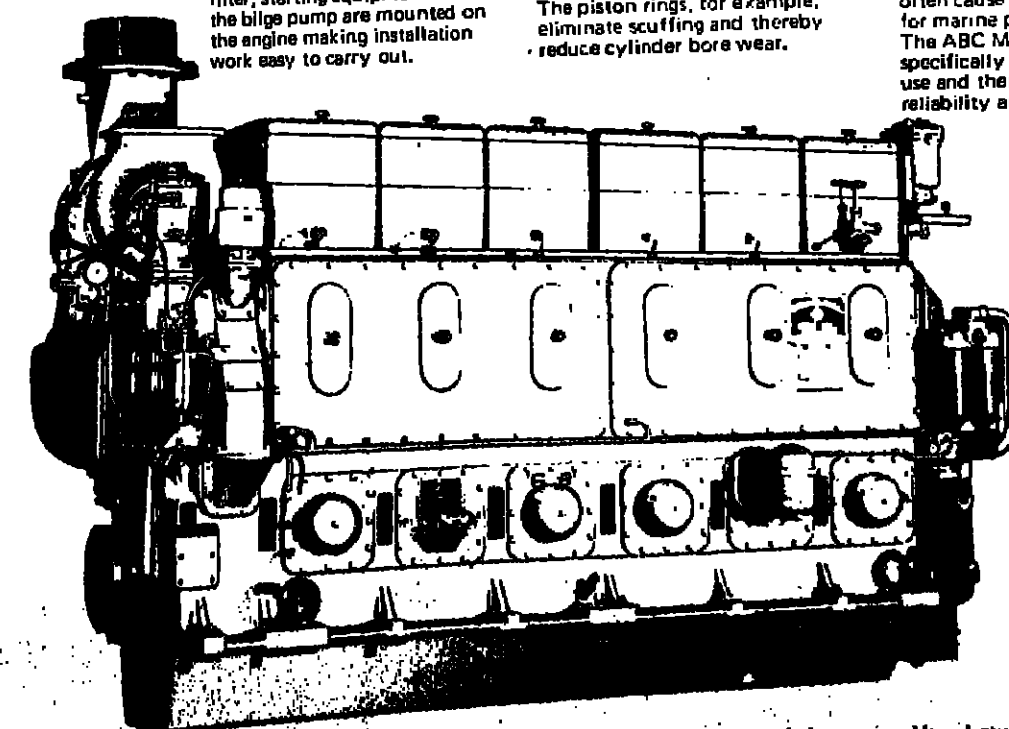
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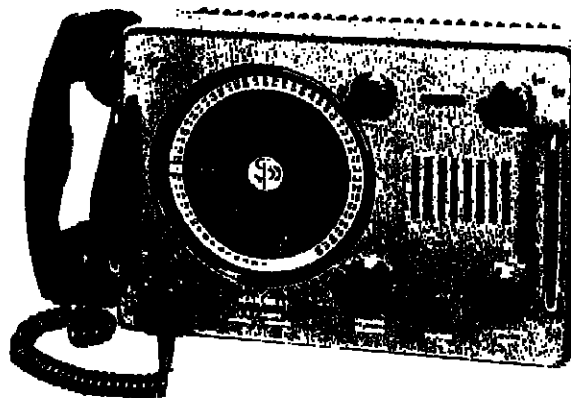
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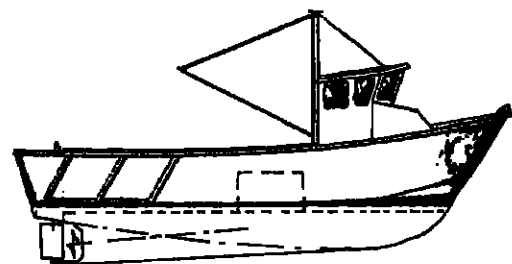
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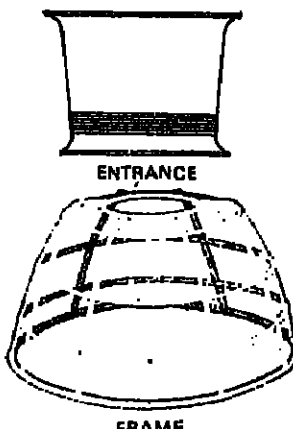


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# BIRD CULL BID TO SAVE COCKLES

COCKLE gatherers in the  
Burry Inlet near Swansea,  
South Wales, are  
launching a campaign to  
persuade the Fisheries  
Ministry to allow a cull of  
oyster-catchers which  
feed on cockles during the  
winter.

After several years of poor  
production from local cockle  
beds there has been excellent  
spatfall of young cockles this  
summer.

By next summer these  
small cockles will have grown to  
fishable size — if the beds  
are not decimated by flocks of  
oyster-catchers which  
overwinter in South Wales.

### Consume

Studies have shown that  
each bird can eat up to 500  
cockles per day and it has  
been calculated that the  
oyster-catchers can con-  
sume more cockles than are  
taken by the local fishermen.

Now, with the backing of  
the local MP, Ivor Davies,  
and members of the South

Wales Sea Fisheries Com-  
mittee, the gatherers are hop-  
ing to pressure the Ministry to  
allow a limited cull.

Scientists have found that  
oyster-catchers prefer small  
cockles which are below the  
minimum commercial size.  
Previous culls have been  
allowed by the Ministry, but  
strong objections have been  
raised by bird protection in-  
terests. During the past two  
years, because cockle stocks  
were low, the culls were dis-  
continued.

Local cockle fishermen  
argue that if the oyster-  
catcher population could be  
kept at around 11,000 birds,  
then there would be enough  
cockles for them and the  
birds.

Conservationists and or-  
nithologists, on the other  
hand, have claimed that other  
factors have a far greater  
effect on the cockle fishery  
and they oppose attempts to  
control these birds.

They place the main blame  
on changing tidal and climatic  
conditions and on the natural  
fluctuations which can occur

in a population of this type.  
In 1975 they presented a  
65,000-signature petition to  
the Home Office calling for  
the oyster-catchers in the  
Burry Inlet to be given the  
same protection as oyster-  
catchers elsewhere in the  
United Kingdom.

In some years over 20,000  
of these attractive black and  
white birds migrate south  
from Scotland and Scan-  
dinavia to winter in the Burry  
Inlet.

### Decline

"They go for the small  
cockles and, after they have  
finished feeding, the beds are  
a scene of devastation," says  
Ethel Coglin, a cockle picker  
for 52 years.

Gower MP, Ivor Davies, is  
firmly on the side of the  
cockle-gatherers. "We must  
help to conserve the local  
fishery which is already in  
decline," he says.

"Given sensible culling to  
keep the oyster-catcher popu-  
lation under control, I  
believe that we could save

the jobs of those still employ-  
ed, and, possibly, see a return  
to previous levels."

The MP has already visited  
the cockle beds and is plan-  
ning another visit in October  
when the oyster-catchers are  
at their peak numbers.

Last week scientists from  
the Fisheries Laboratory  
Burnham-on-Crouch, re-  
ceived the Burry Inlet cockle  
beds during investigation  
into the decline of the fish-  
ery. So far the Ministry ad-  
visors have made no comment  
on the state of the beds, but  
local opinion is that the birds  
are the cause of the decline.

They believe the local  
important fishery can not  
its old levels, when over  
100,000 cwt. of cockles were  
harvested each year.

South Wales Sea Fish-  
eries Committee believes that it  
can only be achieved by  
some control of the bird  
population, although it is  
practised that any future  
will result in a long-term  
battle with bird-lovers or  
other conservationists.

## FISONS OPEN SALMON FARM

A £14M. fish farm has  
been officially opened in  
Argyll, Scotland.

The Tayinloan Fish Farm  
at Kintyre is operated by  
Fisons and has been set up  
with the help of a £200,000  
grant from the Highlands and  
Islands Development Board.

Addressing the guests at  
the official opening last Fri-  
day, Fisons' chairman, Sir  
George Burton said: "To dis-  
cover a new process — in  
association with fish farm  
development — to breed and  
bring to the marketplace on  
an effective cost and quality  
basis, fish, particularly  
salmon, is we believe typical  
of Fisons approach to  
research and development."

The first harvest of Atlan-  
tic salmon will be in 1978,  
with a planned production of  
250 tonnes of fish a year.

John Kerridge, chairman  
of Fisons Fertiliser and Hor-  
ticulture Divisions, is director  
in charge of the fish farming  
activity and John Maroussas  
is general manager.

The farm consists of ten  
inter-connected tanks 140ft.  
long supplied with sea water  
from four 24in. dia. pipes  
running out to sea.

Eight staff are employed on  
the site which includes an of-  
fice, laboratory, foodstore,  
pumphouse and switch room  
manned 24 hours a day.

Following extensive trials,  
Fisons decided on a land-  
based system for farming  
Atlantic salmon with sea  
water being pumped ashore  
into tanks. Tayinloan was  
selected because of its good  
water quality and the low rise  
and fall of the tides, which  
reduces the cost of pumping  
water ashore.

## 'Halifax' staying to the end

BOSTON Deep Sea Fisheries, which is pulling out of  
Grimsby as a trawler owning concern at the end of  
the year, has no plans to switch its one operational  
vessel to Fleetwood until the final close-down.

This announcement last  
week ended intense specu-  
lation that Boston Halifax  
would continue to  
work from Grimsby harring  
unforeseen changes in com-  
pany policy.

Boston Halifax is currently  
one of only two Grimsby  
trawlers still working the dis-  
tant water grounds.

Speaking to *Fishing News*  
last week, the direc-

trawlers move on to  
mackerel fishing off  
south-west.

Of the balance of  
Grimsby fleet, *Bar  
Comanche* (top-ent-  
trawler at Grimsby as re-  
cently as 1974) and *Bel-  
gum* (currently being strip-  
ped after 22 years) seem  
certain to go for scrap.

It is still hoped buyers  
side or outside fishing  
come forward for the  
giant Polih-built side-  
boat *Concord* and *Bel-  
gum*.

This leaves only *Phan-  
tom's* future unde-  
cided, although the vessel is  
likely to undergo conversion  
to oil rig work.



The 22-year-old sidewinder *Belgaum* being stripped.

## ZULU 'A BEAUTY'

A 40ft. oak and larch zulu line fishing  
boat has been launched at Arbroath,  
Scotland.

The boats were built at the Gerrard  
Brothers yard by 14-year-old Sheena  
Williamson, daughter of the owner Roy  
Williamson of the folk duo The Corries.  
She broke a bottle of champagne over her  
bows in front of a cheering crowd of  
fishermen and named the boat *Sheena*  
*Margaret* — her own name.

Roy was a fisherman off the Morayshire  
coast before he became a TV singer.  
He said: "This is the realisation of a 25-  
year dream. I remembered tales of the old

zulu boats when I was a boy and  
had the ambition to own one.

"I love fishing, but I have a lot of  
learning to do. I hope the boat will be  
ational around the end of October."

Roy Williamson will sail *Sheena*  
Eyemouth. He intends to go line fishing  
said: "Eyemouth is an ideal deep-sea  
bour and I think with the modern  
baiting lines there is a definite future in  
fishing."

Andrew Gerrard, of the yard, said  
is the 61st fishing boat he has built  
first zulu. She's a beauty.

## Aberdeen ship in at Hull

THE ABERDEEN-based  
stern trawler *Glen Corran*  
was the only wet fish  
vessel to discharge at  
Hull on Monday.

She realised £20,095 for  
1,335 kits after a 14-day  
home water trip under the  
command of Skipper J.  
Simpson. Some 1,270 kits of  
the catch were coley which  
ranged from £14.35 to £18.50  
per kit.

The turnout also included  
seven kits of cod which made  
from £45 to £51.25 each; six  
kits of coolling (£36.25 to  
£40.50); and 33 kits of had-  
dock (£17 to £27).

Hull was without any Tues-  
day wet fish landings but  
received about 1,300 boxes of  
fish sent overland from in-  
shore ports.

On Wednesday Hull had a  
further fresh discharge from  
another Aberdeen-based  
Marr vessel, the *Glen Corran*,  
which grossed £19,594 for  
1,324 kits including 1,317 of  
coley. This vessel (Sk. P.  
Thundercliffe) had been out  
10 days in home waters.

Mr. Hanson said he and his  
three shipmates, all from  
Grimsby, took to the lift-  
raft, and were then picked up by  
*Frederiksberg*.

"Our skipper was fan-  
tastic," he said. "He stayed  
with his ship right until the  
very end."

"We were in Whitby storm-  
bound for five days," said  
Mr. Hanson. "And we hadn't  
caught any fish when she  
sank."

The men were travelling  
back to Grimsby in a taxi  
after being kitted out with  
new clothes.

"I can't say enough about  
the Mission," said Mr. Han-  
son. "They have been ter-  
rific."

*Ada Jean* was managed by  
the Danbrit agency and was  
probably better known by her  
former name, *Island*. In the  
early days of pair trawling  
from Grimsby *Island* played  
a prominent part. She was re-  
named last winter.

"We were about 20 miles  
north-west of the Tyne when  
she suddenly started to fill  
with water."

"The engineroom and  
fishroom were soon flooded,  
and the skipper radioed  
*Frederiksberg* to take us off."

## GOT TO START SOMEWHERE...

SIR, Your article about the Manx herring "carve-up"  
(*Fishing News*, September 1), quite wrongly stated that  
pleasure boats were putting to sea for herring. I would  
like to put this right, as my boat is the only ex-pressure  
boat fishing for herring.

Firstly, she has been con-  
verted to a small trawler at a  
cost of expense and hard work,  
and the gear she carries in-  
cludes drift nets, trawl net,  
beam trawl, dredges and  
longlines.

She is 35 ft. long registered,  
has a tripod mast, wheelhouse,  
radio-telephone, and compass  
and she is due to be fitted  
with echo sounder/fish finder  
shortly.

She is a Manx-registered  
vessel and holds a Certificate  
of Registry of British Sea  
Fishing Vessels with the  
Customs and Excise.

I must admit I have not own-  
ed by boat for very long, but  
everybody has got to start  
somewhere.  
G. NICHOLLS,  
Belmont Hill,  
Douglas,  
Isle of Man.

# IRVIN BRANCHING OUT IN CORNWALL

RICHARD IRVIN and Sons Ltd. of Aberdeen,  
one of Britain's top fishing vessel owners,  
managers and fishsalesmen, have set up a base  
at Penryn, near Falmouth.

The firm has bought  
an office block and  
store formerly owned  
by Atkinson Electrical  
and Engineering Ltd.,  
from where it is offering  
a full fish selling ser-  
vice, substantial gear  
storage space and an  
engineering depart-  
ment for boat repairs.

"We think we have  
something to offer the  
local fish trade," said  
Penryn manager Ian  
Thompson.

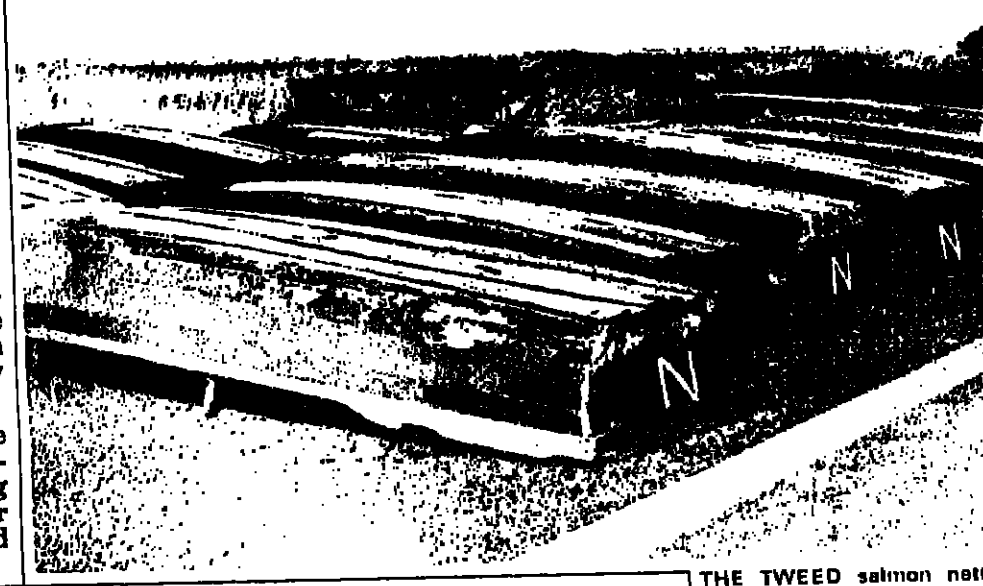
"In the past, when  
we have been down  
here on the mackerel  
fishery, we have found  
that there were no  
salesmen working in

the same manner as us.  
"We try to take the  
responsibility off the  
skippers' shoulders so  
that they can go out  
and do their job —  
catching fish — while we  
do all the paper work,  
book work and  
Government depart-  
ment's work for them."

The company is in-  
itially employing five  
people at its Penryn  
base, with possibly  
more to follow.

"We anticipate  
steady growth and en-  
visage working  
through the summer  
months as well," said  
Mr. Thompson.

## 'Light' season ends



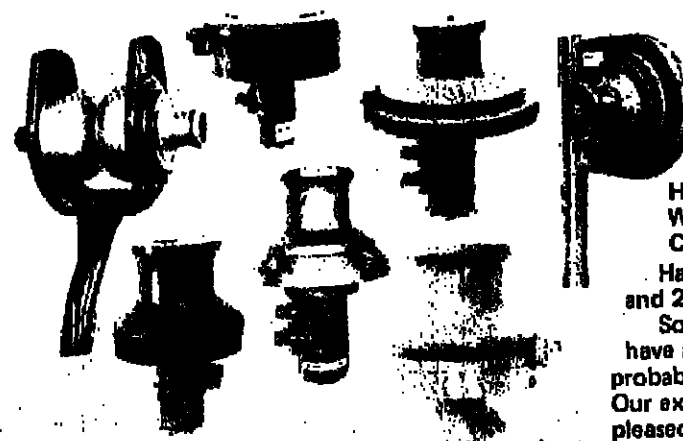
THE TWEED salmon netting  
season has closed after yet  
another disappointing year and  
the boats laid up (above).  
James Read, managing direc-  
tor of Berwick Salmon  
Fisheries Co., said that  
although catches had increased  
slightly the trout and gillie  
landings were very poor. This is  
the fourth season in succession  
that catches have been light.

## SHETLAND LICENCE?

A NEW PLAN to protect  
Shetland's white fish  
grounds has been  
accepted by Shetland  
Fishermen's Association.  
It has agreed unanimously  
to back Shetland Islands  
Council in preparing a de-  
tailed scheme for Bruce Millan,  
Secretary of State for  
Scotland.

The scheme will be based  
on licensing of boats within 50  
miles and a ban on boats over  
80 ft. within 50 miles.

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ENCLOSURE



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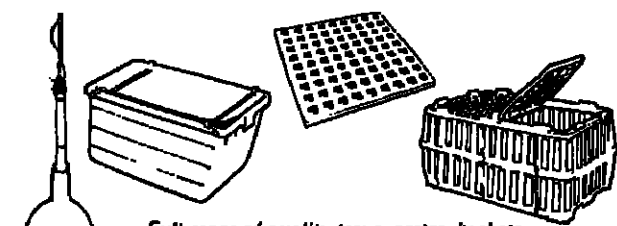
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## Sounders and sonars

IF YOU want an inexpensive sounder for use in an inshore boat or for wreck fishing here are some instruments — recently available in this country — that will be of interest.

The Yachtex FA 200 sounder appears to incorporate all the facilities required for inshore fishing with one or two desirable ones in addition.

It indicates seabed and fish to depths of 200 metres both by means of a neon flashing light and on 10cm wide recorder paper. Transducer frequency is 200 kHz and power supply required is 12 volts DC.

The Yachtex is fully transistorised and the recorder paper can be illuminated at night. A four stage depth selector is incorporated and so is an external noise suppressor which does not affect the instrument's sensitivity.

Facilities not usually incorporated in small inexpensive sounders include a marker button which can be pushed to make semi-circular markings on the paper and so record events, and an alarm switch.

The alarm switch can be set to emit a sound signal when echoes from targets are received.

The sounder is obtainable from: Yachtex Ltd., 372 Prince Avenue, Westcliff-on-Sea, Essex.

The sonars now available are Models 330, 660 and 990 from the Vexilar range of Video-Sonars, which all present echoes from targets on a cathode ray tube screen instead of on recorder paper. Because they have no moving parts in them, they can be produced comparatively inexpensively and cannot fail mechanically.

Wheelhouse units measure 10 x 7 x 8 in. and weigh 10-12 lb. They can be operated from 12, 24 or 32 volt DC power supplies.

Power transmitted through 75 kHz bronze transducers is 150 watts and depth ranges of Models 330 and 660 are 0-30, 0-60, 0-120 and 0-380 ft. Depth ranges of Model 990 are 0-60, 0-120, 0-380, 0-720 and 0-1440 ft.

On/off and power switches as well as switches for controlling sweep speed and range, sensitivity and brightness of the picture are fitted around the screen of the Model 660.

There are fewer controls on the display unit of the 330 and more on the display unit of the 990, one of them being for seabed discrimination.

Further particulars of the instruments are obtainable from: Alexian Electronics Ltd., 38 Bernard St., Edinburgh.

## Catch indicator

IN REPLY to a query (Fishing News, August 4) about a method developed in Norway of preventing

nets bursting when fishing for blue whiting. I described briefly the Rivenaes Expansion Control System, a device which permits automatic expansion of a trawl when swim bladders of fish in a large catch expand on their way to the surface and threaten to burst the net.

However, I omitted to mention that a method has also been developed in Norway by means of which the quantity of fish in a net can be ascertained — a method which enables fishing to be discontinued before any risk of the net bursting is incurred.

This method employs a device called the Simrad Catch Indicator operating in conjunction with a Simrad FB Trawl Eye, the company's well known net sonar which passes information from upwards and downwards facing

complete loss in an alarming short period of time. Two years ago, I had occasion to examine a sailboat — a wooden boat which had been extensively glassfibre above and below the waterline to a point where it had been considered totally impregnable. Yet underneath the glassfibre, nearly every bit of wood on the boat was dry rotted to at least a depth of 1 in.

The glassfibre was pulling or falling away from the hull for lack of any firm wood to hold it. The sheer clamps were deeply rotted and there was no support for the decks. The lure around the yards is that glassfibre is a deck will promote rot because the wood is no longer allowed to breathe.

Dry rot fungus and glassfibre get along well under certain conditions, in fact, too well. Glassfibre early developed the reputation of

## John Burgess' Log



transducers by cable to a recorder in a vessel. Catch Indicator equipment includes four mechanical sensors designed to be fastened to a trawl at intervals of 1, 1, 1 and 'full' from the extremity of the cod-end.

Each measures the tension of the net in its own vicinity and passes information by cable to the Trawl Eye transducer housing. From there information is passed on to the recorder via the Trawl Eye cable and appears on the recorder paper in the form of a series of vertical lines which increase in length as the cod-end fills.

## GRP cover on deck

NOT SO long ago I quoted from a letter of an owner of a boat with planked decks who had suffered incessant leaks until he had covered them with laminations of glass reinforced plastic. He wrote about the method in order that other readers could be aware of it.

If you have been contemplating covering your decks in a similar way, it might be well to take note of some remarks on the method recently published in America's National Fisherman.

The observations were made by Robert L. Kocher of the College of Engineering, University of Maryland, in a series of articles on wood rot. Wood rot, he wrote, is one of the most baffling, feared and expensive problems to be faced by the owner of a wooden boat. It can convert a sturdy, prized vessel into a

being the answer to everything, which it isn't. It can be the most destructive thing that can happen to a boat.

The result is that a person will glassfibre his boat, step on board one morning, feel a sinking sensation as his foot hits the glassed back deck, then suddenly find himself standing in the bilge.

The problem is that wood is porous to oxygen and water, but glassfibre isn't. If wood which has been glassfibre on one side is subjected to moisture, residual dampness remains longer in the part of the wood farthest from the unglazed surface, which is the surface where the water has to leave if any drying occurs.

Therefore, the area where the glassfibre bonds to the wood often develops a type of continual dampness which makes a good place for growing rot fungus.

Once the fungus starts growing, it again turns the wood spongy, thereby creating a water reservoir for itself. What develops is a layer of hard glassfibre under which there is a layer of soft, spongy, infested wood, and this in turn is covered by a layer of comparatively uninfested wood which doesn't look too bad.

Eventually, large portions of the boat will become little more than a thin glassfibre shell or mold containing rotted wood, but to an

amateur the vessel will look good.

The lessons are: Beware of glassfibre unless you know the proper procedure. Beware of buying over wood unless you know what is under it.

## Wheel frames

IN REPLY to a query (Fishing News, August 4) about Simrad wheel frames, I described how they are made but was unable to talk about where he could get one.

I have since learned that M. Jacobs, The Yacht Street, Kirtan, 253, prepared to supply a number of wheel frames to order. His phone is 253.

## Keeping water aboard

"WE HAVE bought a 12 ft. lobster boat and, as the owner told us, we are not to drink water of the tank as it is always dirty."

"I have emptied the tank which is made of steel, cleaned it out. What is like to know it is like with fresh water, will safe to drink or should the tank first?"

"If painting is the best what kind of paint should I use?"

"If you add a little of the water with which you clean the tank, it should be safe to drink."

Milton is obtainable any chemist and will have the water if added to the tank recommended by bottle.

Add a little every day, refill the tank and the water will probably remain safe for at least twelve months.

At the end of the tank would be as well to clean the tank thoroughly again.

If it is too much to clean the tank once a day would be best to get a new tank from a local fishmonger. Give it a cement wash and coat it with a good paint.

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If it is too much to clean the tank once a day would be best to get a new tank from a local fishmonger. Give it a cement wash and coat it with a good paint.

# Cod reaches £80-a-kit at Grimsby

## WORRIED MERCHANTS BIDDING HIGH

GRIMSBY landed its first distant water trip in three weeks when Boston's stern dragger Boston Halifax (Sk. Ray Harries) returned to port after a 24-day Bear Island trip last week.

The vessel caught the port during another period of slack landings to collect the top grossing of the week worth £27,167 from 855 kits, mainly codstuffs and reds. Boston Halifax is to be switched to Fleetwood soon.

The news that the lumpers had once more voted to maintain their ban on Icelandic wet fish trawler landings and the continued short markets — less than 20,000 kits landed for the third successive week — produced a whole range of big prices.

Worried merchants had to

keep continuity of fish to their customers, so best cod hit £80 per kit with regularity, while codlings made £40 with relative ease.

Large haddocks were a bargain at anything below £55, as was best-quality plaice. At the luxury end of the markets, Dover soles and turbot both ran up to £230 per 10-stone kit for head-on and ungutted fish.

It was only the shortfall in landings which kept grossings at a respectable level and some 2,000-plus boxes of overland fish, mostly from Scotland, helped plug the gap.

But as winter comes it will not be long before the anchor-

seiners tie up until 1979 — and they are currently providing at least half of all fish landed at Grimsby.

Under these circumstances fish merchants fear Grimsby is likely to undergo the worst winter ever unless the lumpers reverse their decision on landing Icelandic wet fish.

H. L. Taylor's Okino (Sk. Dave Venney) was overall runner-up to Boston Halifax with an 18-day Faroes trip of 702 kits, including 290 of codstuffs, 95 of haddocks and 285 of cod, which grossed a career-best of £25,500.

The same firm also scored

well when Okano (Sk. Bob Penketh), back from 17 days to the same grounds, clocked up £20,387 from 533 kits of cod and haddocks.

Sandwiched between the pair came BUT's top tripper Ross Jackal (Sk. Paddy McCarthy) on £21,520 from 523 kits, largely haddocks, after 16 days in the North Sea.

Apart from this performance it was not a happy week for BUT as Ross Cheeta and Ross Cougar brought up the rear on trawler grossings with North Sea trips of £10,612 and £9,047, respectively, to mount

up the losses for the firm. Lindsey Trawlers' much smaller vessels again showed off their capabilities: Loveden (Sk. George Ireland) picked up £12,888 from 307 kits of cod and flats, while Lemberg (Sk. Henry Pexman) grossed £12,900 from 293 kits of flats and dogs.

Both were 13-day trips. For once the pair trawling results reflected to some degree the poor efforts by trawlers, although Sloight's East Bank (Sk. Graham Hall) and Halton (Sk. Tim Turnbull) showed a very nice return of £22,528 to head the list.

As expected, Skipper Villy Thomsen in Rasmus collected the £1,000 in a grossing of £12,101 to top £100,000 for the year through the Chapman agency.

The 202-ton vessel was built at Lowestoft by Richards Ironworks in 1960 to the order of Small & Co. (Lowestoft) Ltd. She sailed in this fleet as Suffolk Kinsman until 1974 when she was sold to the Boston Group and took the name Boston Kinsman.

Until now she has worked from Lowestoft, although over the years some catches were landed at Grimsby.

## 'KINSMAN' OFF TO THE SUN

THE Boston Group has sold the side trawler Boston Kinsman to Sicilian owners at the port of Mazara del Vallo.

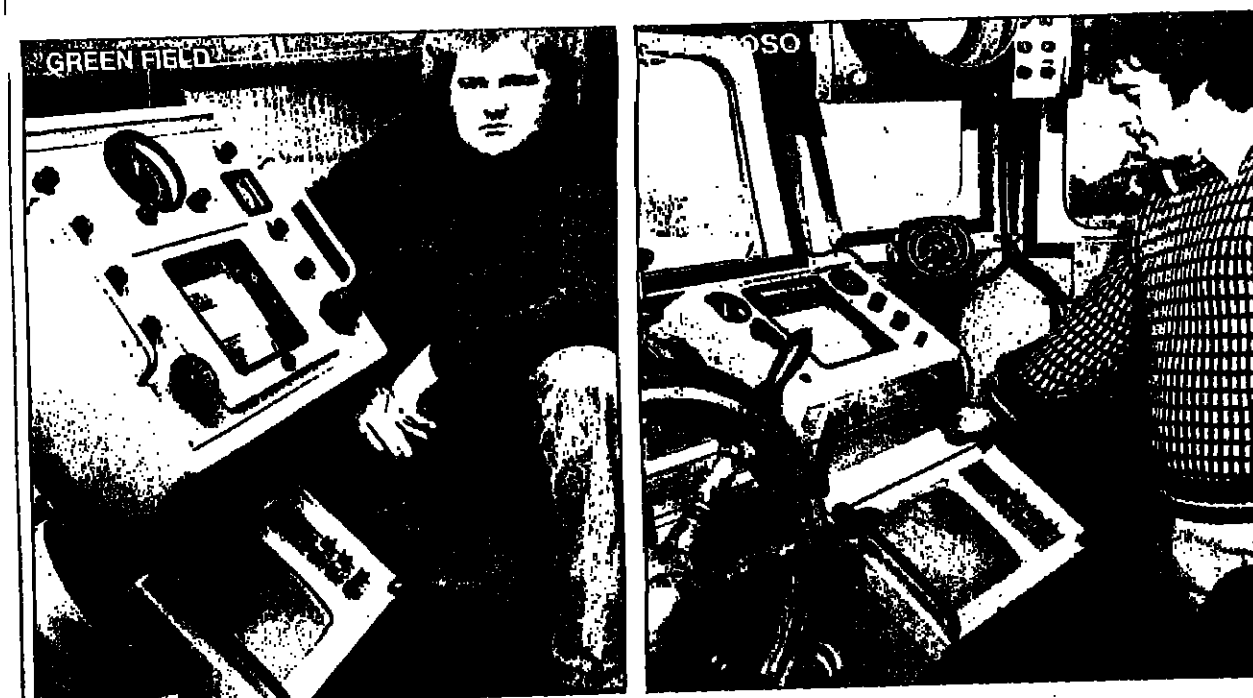
The vessel has been renamed Nuovo Didoro and sailed from Lowestoft just after mid-day on Thursday last week with a scratch Anglo-Italian crew under Skipper Ernie Thompson.

## Sold

The 202-ton vessel was built at Lowestoft by Richards Ironworks in 1960 to the order of Small & Co. (Lowestoft) Ltd. She sailed in this fleet as Suffolk Kinsman until 1974 when she was sold to the Boston Group and took the name Boston Kinsman.

Until now she has worked from Lowestoft, although over the years some catches were landed at Grimsby.

Simrad SQ4 and SL sonars together with the new CQ Sonar Scope offer: ■ Long range detection ■ Excellent definition of MACKEREL, HERRING, PILCHARDS and SPRATS.



It has been said that mackerel could only be seen on high frequency sonars. This has been proved wrong, particularly by Mr. Tom Stevenson of 'Green Field' and Mr. Alan Nicholson of 'Pescado IF'. The skippers of 'Green Field' and 'Sedulous' were also among the first to detect mackerel on their SQ sonars at 1200 to 1750 m. and other fish at the full 2500 m.

Mr. Stevenson (SQ sonar) is very impressed with the large CQ scope. Its memory store gives a steadier picture, making it easier to determine the size, shape and direction of the shoal. "A lovely picture" he said, "a big advance on existing scopes. It gives good returns at 2500 m. with mackerel at 1250." He also liked the master/slave facility and very short ranges provided.

Mr. Nicholson was the first to try out a modification to the SL sonar which greatly improves fish detection, especially mackerel. "I'm very pleased with this" he said "I'm getting mackerel at 1500 m. by day and 500 by night." He was also delighted with the new CQ scope, particularly the definition, master/slave facility which saves paper, and the offset arrangement.

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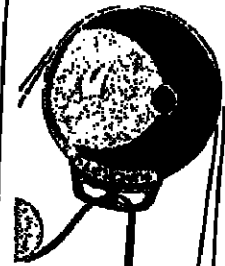
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## Skippers in Manx herring upset

# LICENSE 'PAIR TOGETHER'

ABOUT 18 Peterhead-registered vessels took part in this season's Isle of Man herring fishery. The issuing of licences was a problem and the way they were allocated was branded 'unfair' by the Scottish Fishermen's Federation.

One local pair was not able to join in because the skipper of one of the boats had not been granted a licence. The vessels are the 86ft. *Lorenzo* and *Benvolio*.

They were bought from Fleetwood earlier in the year by skippers Arthur Buchan and Peter Ritchie and have been pair trawling together for white fish during the summer.

Skipper Ritchie was denied a licence on the grounds that 'he was not a traditional herring fisherman.'

Skipper Buchan was given a licence, but he told *Fishing News*: "I can't pair trawl on my own. Why don't they give licences to a pair of boats rather than just to one?"

"What we would like to know is: what do you call a traditional herring fisherman?"

Skipper Ritchie said that he had been a herring fisherman for near on 20 years - ten of them as skipper. His father and grandfather had also been full-time herring fishermen, so Skipper Ritchie feels he has had an excellent grounding in the fishery.

He has not fished for herring during the last few years, but pointed out that this was because he had fallen foul of another restriction. This time it concerned herring fishing in the Minches.

In 1970 he took command of the 100ft. *Illustrious* only to find a ruling was introduced to prevent this larger type of boat from working the Minches.

Therefore, he fitted *Illustrious* out for seine net fishing and concentrated on the Minches.

Below: the 80ft. *Cavaller* has started pair trawling for white fish under Skipper James McPherson. Her partner will be the wooden boat *Sustain*.

this until taking over *Benvolio* earlier this year.

Even though he has not fished for herring for a few years, Skipper Ritchie feels that his earlier experience of the fishery should class him as 'a traditional herring fisherman.'

Another unhappy Peterhead boat owner is ex-skipper Tommy Milne, part-owner of the 78ft. wooden-hulled seiner *Starella*.

Three years ago her propulsion machinery was damaged when her propeller

Mr. Milne said that the MP for East Aberdeenshire, Douglas Henderson, is still fighting the case and has brought the matter up in the House of Commons.

THE white fish fleet based at Peterhead continues to prosper and it is quite usual for 60 boats or more to land catches in one day.

Many seiners went through a sticky patch earlier this year, but their catches improved as the summer wore on and now a number of boats are doing very well.

On Wednesday, September

*Sunbeam*, which recently grossed £17,673 for 630 boxes. *Sunbeam* was built at the Richard Irvin yard in Peterhead for Skipper William Smith of Lossiemouth and both *Sunbeam* and *Kestrel* work through the Grampian Sea Fishing Ltd agency.

### Haddock

Several seiner skippers planned to switch to haddock fish pair trawling for the first time this summer, but the seine net fishery proved. However, quite a number of seiners have been fitted out with pair trawling gear and may yet try the method.

Now that a smaller haddock quota has come into operation, the pair trawling could be a useful alternative to seine netting as it enables boats to catch a greater quantity of other fish such as cod and coley.

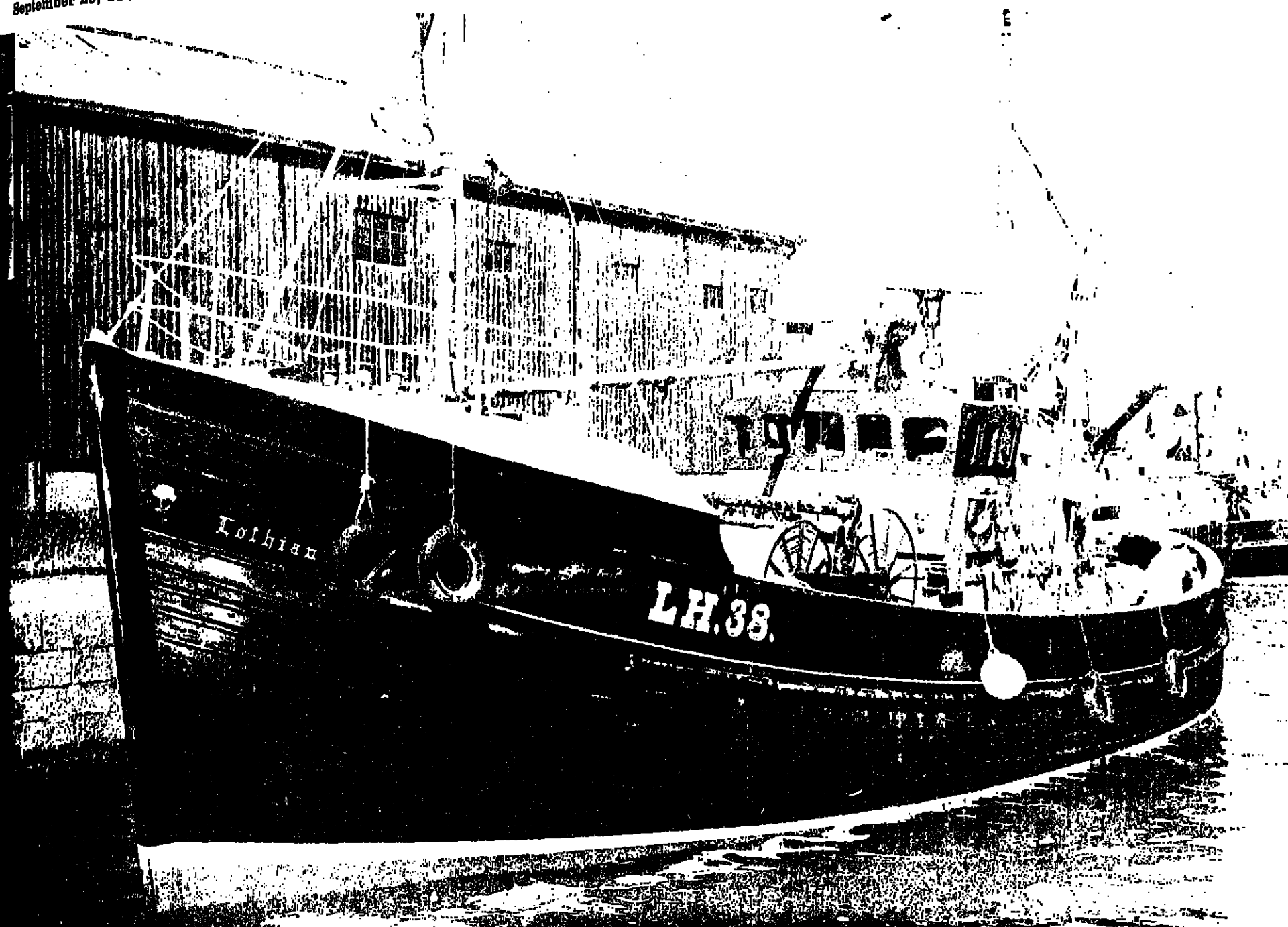
During the summer there were as many as nine pair trawling partnerships working from the port. One or two teams were new to the fishery, although the majority had worked the method in previous years.

Catches from white fish pair trawlers for the year up to September 2 amounted to 75,300 cwt. worth £1,793,895 as against 46,050 cwt. valued at £1,040,891 during a similar period in 1977.

Quite a number of the pair trawlers switched to herring the Isle of Man while several other vessels have just been set up for the white fish pair trawl during the last few weeks.

The 80ft. steel vessel *Cavaller*, and the 79ft. wooden-hulled *Sustain*, fish under skippers James and William McPherson, of Hopeman and they have been pairing for a few weeks.

Two others have just started - namely the 100ft. registered steel boat *Defiance* and *Falcon*, which fish under skippers William More and George Sutherland. Another pair are gearing up to start in the near future: the two Buckle-owned wooden boats *Ocean Hunter* and *Aeolus* commanded by skippers George Cowie and George Findlay.



*Kestrel* fishes under Skipper Andrew Clark. Her Ramme rope reel unit (left of the whaleback) has a new feature. Ropes can be turned and the unit is working well.

The 86ft. seiner *Kestrel* - skippered by Ian Sutherland - landed a catch worth £18,696 last week.



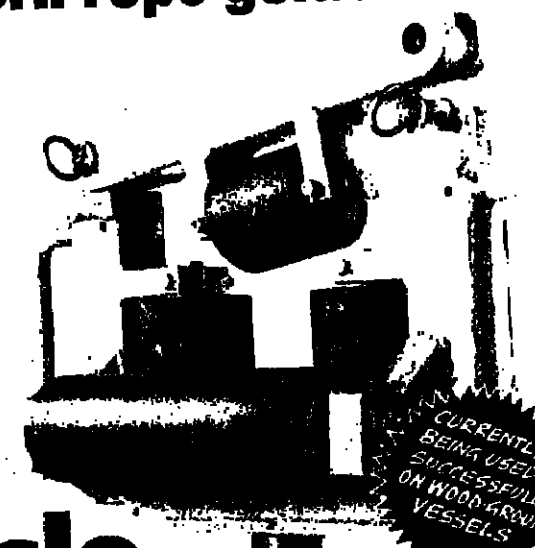
KESTREL INS. 253

## SOARING WHITE FISH MARKET

SUMMARY OF WHITE FISH SOLD AT PETERHEAD			
March 1, 1978	132 boxes	53,879 Tonnes	£7,069,257 = £131.02 per Tonne
March 1, 1978	1573 boxes	54,810 Tonnes	£9,862,778 = £178.94 per Tonne
March 1, 1978	1322 boxes	51,576 Tonnes	£9,535,511 = £184.88 per Tonne
March 1, 1978	1238 boxes	48,327 Tonnes	£9,744,418 = £201.64 per Tonne
March 1, 1978	1825 boxes	66,222 Tonnes	£18,166,075 = £274.32 per Tonne
March 1, 1978	1806 boxes	88,711 Tonnes	£26,834,973 = £300.64 per Tonne

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# 50 years ago

SEPTEMBER 29, 1928

**PRELIMINARIES** of new harbour scheme at North Sunderland Harbour, Seaforth, are going quickly. If scheme is given financial go-ahead there will always be about 8ft. of water in both harbours at the lowest level of tides.

**FIRST** boat in Scottish herring fleet, *Convallaria* of Banff, arrives at Yarmouth with a landing of 180 crans worth £200.

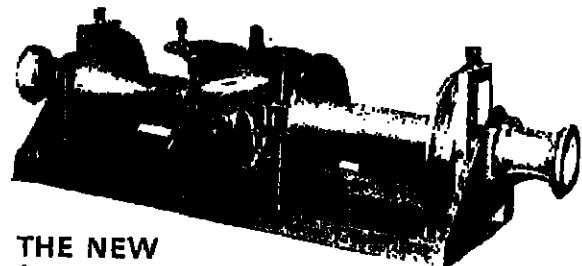
Recalling some of the stories which appeared in our columns this week 50 years ago.

**ROYAL** National Lifeboat Institution appoints Commander E. D. Drury — inspector of lifeboats for northern district — to deputy chief inspector of lifeboats in place of late Commander Stopford C. Douglas, R.N.

**DEMAND** for boned kippers reaches highest ever at Fleetwood Dried Fish Co. Ltd. Production increased by 300 per cent since boned fish first introduced. Further improvements planned for modernising machines in factory.

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**— FIT P.N.P. DUERR**



**THE NEW 1 TON HYDRAULIC TRAWL WINCH**

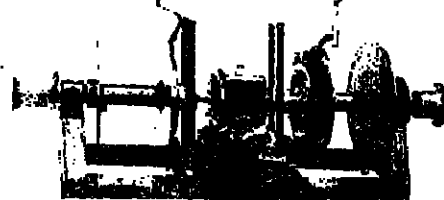
We have a complete range of reliable hydraulic deck equipment available for vessels up to 70' O' length.

- 1 Ton and 1/2 Ton Trawl Winches, Double Drum or Split.
- 5 Ton to 1/2 Ton Capstans and Pot Haulers.
- 1 1/2 Ton to 1/2 Ton Deep Vee Pulley Automatic Haulers up to 300 feet per minute.
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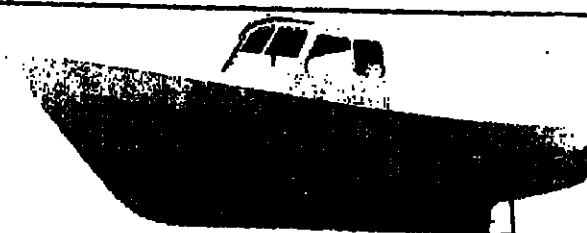
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35ft. x 11ft. 3in. x 3ft. 6in. All steel hull, deck & wheelhouse from £3,800. Or hull only available at £1,600. Optional wheelhouse position.

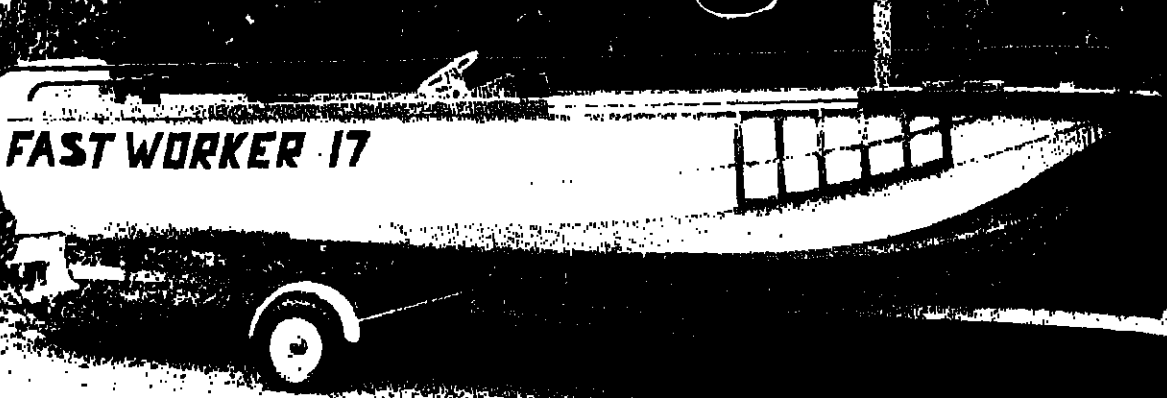
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## Another 'flyer' for fishing



**FAST WORKER 17**

**FORMER** fisherman Mike James of Truro, Cornwall, is producing a fast 17ft. long potting and netting dory and now has a 21-footer on the drawing board. This new model will go into production next summer.

Mike James drew on four years' experience as a skipper-owner from Cornwall to design the dories which he has called the Fastworker.

For a number of seasons he operated the 30-footer *Milward Pen*, based on a Freeword Marine double-ended GRP hull, on mackerel fishing from Falmouth and potting at Padstow.

The idea to build a shallow and fast small boat came when he wanted to fish some local grounds from a harbour which dried out. He had a mould built for the Fastworker 17 which he now

produces in a shed on his own premises.

The prototype was completed 14 months ago and, since then, he has sold the 30-footer to concentrate on producing the dories. Five have been built so far for fishing from Scotland and Ireland and the prototype has gone to Scotland, too.

This craft is now named *Serene* and works inshore at the Mull of Kintyre, powered by a 20 hp Yamaha outboard which gives her a speed in excess of her planing requirement of 15-16 knots.

The GRP hull is a well-proven triple 'V' and 9oz. to 16oz. lay-up is standard.

A combination self-hauling Spencer-Carter capstan, driven by a Briggs & Stratton auxiliary engine via a clutch and gearbox, comes as standard if required. Hauling is via the davit mounted well forward and an open-sided block. Speed varies with the rpm of the controllable

auxiliary, but 100ft. per minute can be achieved.

Mike James says the Fastworker is a modern boat fitted out traditionally with heavy iroko gunwales and generally heavy construction. The deck is sheathed in GRP and is then coated with sand and resin mixture to give a good non-slip finish.

Under the deck is foamed insitu polyurethane foam, which provides a buoyancy 'raft' of at least 1,500 lb. Being of a closed-cell structure, it will continue to float and be serviceable even in the event of hull damage.

A self-draining outboard well has two lockers either side: one for fuel, one for battery and general gear. Auxiliary outboards can be stowed under the foredeck.

Outboards have proven to be the most practical power unit in terms of deck space, easy replacement in the event of a breakdown, economy and — most important — correct

weight distribution for level planing.

A 10hp outboard enables the boat to be used as a normal displacement vessel, giving eight to nine knots, and as such would be a modern alternative to the 'cove' boat having a larger, more stable working platform.

For faster working, 30hp gives about 22 knots; 55hp 32; and 85hp 42. Both diesel and petrol inboards can be quoted for, however.

Modifications for ease of working are being made on the next 17-footer. The auxiliary winch engine is to be mounted inside the foredeck and the helm position is optional amidships, or on the forward bulkhead.

Boats are custom-built and individual requirements can be met. Price is £1,395 and, if an outboard is bought with the boat, Mike James will supply and fit the remote controls free.

The boat now under construction is for salmon netting in summer and prawn creeling in winter. Her owner is Sandy MacLachlan of Durr Appin, Argy.

He is very confident that with the 56hp Yamaha ordered, the Fastworker 17 will be able to work his 500 creels without problem.

Left: the prototype. A new deck layout is being tried out with the latest 17-footer. Both the steering and controls are moved forward.

## COLLEGE FITS OUT FISHING TRAINER

**GRIMSBY** College of Technology has taken delivery of a 30ft. long steel hull for students to fit out and use for fishing and navigation instruction.

Tom Kiddle, senior lecturer on ship construction and stability at the college, told *Fishing News* that mainly overseas students will be fitting out the hull.

The local firm of Hull Steel Craft won the order to supply the bare shell, which will first be used by students on ship construction courses to learn

about the installation of the engine and pipework.

Other students will be fitting out the forward cabin of the craft which will be completed to a design by Mr. Kiddle, who is being advised by skippers in the fishing gear department.

The craft will have a flush hatch on deck and a gantry for trawling will be fitted. Navigation students will use the craft as she will have a chart table and compass on deck.

At present the college uses a motorised lifeboat for

fishing instruction in the docks and river. It also has a 30ft. long model of the Grimsby trawler *Defiance* which was built at the college, on a proper design and planing routine as a yard would work.

The new boat is a long term project and students are expected to take about one year to complete her.

One 37-footer has been delivered to Iceland by Hull Steel Craft and she has an aft wheelhouse / cabin, Ford engine and steering gear fitted.

**FISH EXPO '78**

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## SHALLOW BOATS GOING NORTH AND SOUTH

**THE CORNWALL**-based boatyard Treeve Marine says it has put its GRP hull moulding staff on shift work to cope with new orders which include nine 25-footers.

Boats sold in a three-week period will go to ports from the Channel Islands to the Outer Hebrides, as well as to more local harbours. The fairly shallow-drafted hull (2ft. 6in.) was designed by Denis Swire and has a beam of 8ft. 9in.

More sales of the firm's Gary Mitchell-designed 15ft. 6in. Cove Boat have been made and Treeve has supplied its seventh to Penarth Cove, near Lands End.

The latest launching was at St Ives. The boat was a DS 25 hull — supplied part-complete with gunwales — and fitted out by the owner. The launching was traditional from the lifeboat slipway in St Ives and only children and the owner of the boat were allowed on board for the first trip around the bay.

The next scheduled launching is this week. Another DS 25 completed by Treeve will be used as a stern trawler from Lowestoft. She has a traditional mahogany wheelhouse, watertight decks, and extensive equipment including Treeve's new hydraulic winch equipment together with a gantry, Seavoice radio and Doppler sounder.

The winch equipment con-

sists of a 1-ton trawl winch mounted aft of a fresh water cooled Lister HRW3MGR2, with manual gearbox, driving a 20in. x 14in. propeller. The boat is the first to be fitted with the new Treeve TM 1-ton hydraulic winch with two warping drums, dog clutches, capstan head and brake bands on each warping drum.

The hydraulics are driven off the stub shaft of the Lister, which also drives the new TM system II 1,000lb. pot/line hauler with friction clutch and 6in. capstan head, mounted above self-hauling sheaves.

**Gantry** Mounted forward of this on the starboard quarter is a TM fabricated gantry to assist in hauling the gear and also Treeve's stern trawling gantry incorporating a mizzen mast to carry the sail and radio aerial.

She also has dual-station controls and is one of the first DS 25s to be fitted with a semi-balanced underhung rudder.

The plug to mould the new DS 20 hull is now almost complete and ready for viewing. Treeve Marine's north of England agent, John Shearer of Scarborough Boats, is to have the plug for the mould, and three hulls are to follow to Gorey Yacht Service,



Treeve's agents in Jersey.

Last month three boats were delivered to Gorey Yacht Service in Jersey at the same time. Two DS 25 hulls and one Cove Boat hull were Gorey's first transaction with Treeve.

One DS 25 was stacked inside another, with the Cove Boat inside that. The hulls

were all well packed with foam and carpets, and arrived in excellent condition at Jersey.

Treeve Marine is now the sole agents for a range of line and pot haulers which are competitively priced. The gear is proving to be very popular with full time fishermen all over the country.

Three Treeve GRP hulls for Jersey. One 25ft. hull is seen inside another, with a 16ft. 6in. Cove Boat being lowered in.

## Scots family goes GRP

**THE EASINGWOOD** family of Dunbar, Scotland, now has two *Cygnus* Marine GM 44 fishing boats on order before even the prototype has been in the water.

Robert Easingwood first ordered a GM 44 to be fitted out at the Arbuthnot yard, Montrose. She is to be an all wheelhouse trawler/potter.

Recently John and Walter Easingwood had been looking for a second-hand boat to buy after being turned down for a White Fish Authority grant on a new wooden 48-footer.

Their present stern trawler *Norwood* is eight years old, but the WFA is only giving grants to replace boats older than ten years.

They could not find what they wanted on the secondhand market, so they switched to GRP. *Cygnus* Marine is to complete the boat, but her two-ton trawl

winch will be made and fitted by Michael Blair, the Scottish engineering firm, along with the Fishing Hydraulics power block.

Walter Easingwood and his son, John, recently went to *Cygnus*'s Penryn, Cornwall, factory to take a look at the standard of boat construction — and they came away after leaving a deposit on their new boat.

She is to be fitted with a Volvo TMD120A diesel and will be equipped with a forward wheelhouse for stern trawling. They are happy with the Volvo 195 hp diesel which powers *Norwood*, so they plumped for the same make again.

*Cygnus* now has six GM 44 crabs on order.

Gweek Quay Boatyard recently completed the GM26 boat G.B.R. for Peter Round. The boat has a forward wheelhouse, mizzen with landing boom, and is decked in

with loose board. A special feature is a moulded watertight bait room.

G.B.R. is powered by a 44hp Lister engine and equipment includes a 'Sailor' VHF radio, Simrad EY echo sounder and PNP Duerr automatic pot hauler.

Skipper Round will work the boat from Newlyn on summer shellfish using over 200 pots and on mackerel during the winter. G.B.R. has dual-station hydraulic steer-

ing and is designed for single-handed fishing.

She is the first of her type to be built at the Gweek Quay Boatyard and she is fitted to White Fish Authority specifications.

Skipper Round named the boat after his late father, Geoffrey Round, who was also a fisherman.

Another GM26 craft has joined the Swanage fleet to replace a boat written-off at her moorings.

## Shield in doubt

**ALTHOUGH** monthly lists of placings in the 1978 Hull Distant-Water Challenge Competition are still being drawn up, only one ship in the class is operational.

Only fourteen vessels figure in the latest table, latest positions with previous Newington's C. S. Forester, places in brackets.

Position	Vessel	Kits landed	Points
1 (1)	C. S. Forester (Newington)	15204	32811
2 (2)	Westella (Marr)	12893	25884
3 (3)	St. Dominic (Hamling)	10514	22822
4 (4)	Somerset Maugham (Newington)	11317	21904
5 (5)	St. Giles (Hamling)	9482	21809
6 (6)	Ross Sirius (BUT)	8857	20278
7 (7)	Arctic Cavalier (Boyd)	9000	19883
8 (8)	St. Gerontius (Hamling)	7908	18887
9 (9)	Arctic Vandal (Boyd)	5245	12783
10 (10)	Lord Altair (BUT)	4301	10011
11 (11)	Lord St. Vincent (BUT)	3288	6572
12 (12)	Arctic Rebel (Boyd)	1137	3289
13 (13)	Ross Orion (BUT)	703	1972
14 (14)	Loch Eriboll (BUT)	554	1391



**LINING NEWS**

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William Macleod's 'Anni Elisabeth' of Stornoway is the first UK Autoliner.

In September '78, 53 vessel owners have installed or ordered Autolines.

Several new types of vessels have been designed and built for Autolines, but the majority are conversions. Most of them have a full shelterdeck to protect crew and equipment.

The smallest, and yet very successful vessel is M/V 'Nyrepp' (52 feet) of Kristiansund, Norway.

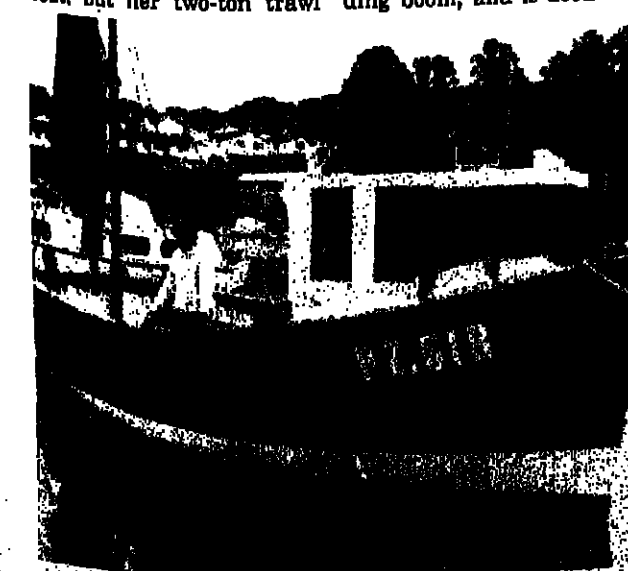
Three keys to successful Autolining:

**Planning of workingdeck** We can give you advice (send us a scale deck-drawing)

**Crew-training** One-two men trained onboard an established Autoliner — one fishing-trip is enough. We recommend factory training in onboard-maintenance. Send best-man or engineer, and we pay all training cost in Norway. William Macleod is offering to take onboard UK-trainees.

**Onboard maintenance and cleaning** The equipment is simple and easy to maintain, but you can reduce your fishing-efficiency by neglect. Tidiness and good routines are the hallmarks of an efficient vessel.

Service and spare parts in Stornoway by: William Macleod — phone (0851) 3442.



Peter Round, skipper-owner of G.B.R., seen aboard the 26 footer with his son, Matthew.



# SOUTHAMPTON REPORT



ENGINES were the main attraction for fishermen at last week's Southampton Boat Show, but there was also a number of new fishing boats.

Star attraction was the Rank-Versatility 35, a version of the GRP hull 35-footer constructed with a balsa core which does away with the need for internal framing. The craft on show is the first to be fitted out by Rank Marine at Hamble in a new co-operation venture (story and pictures soon).

With Avon-Brunel not turning up at the show with its 35-footer, the only other fishing boat in the larger size was the Mk. II Aqua-Bell 33. This craft comes under the heading of fast fisherman and the firm has made a very good job of this new version. It is perhaps too well

finished for the average fisherman, but could be suitable for men who combine angling parties with fishing. Coming down in size there were several fishing boats around the 23-24ft. mark. One of the most interesting was a double-ender with simulated clinker planking from Ireland. The Kerrig 24 is built by Darragh in Co. Monaghan and was fitted out as a potter. The deck and fish hold layout can be varied to suit individual requirements.

The same goes for the Channel Islands Fisher built by Silva Yates Plastics Ltd. in Jersey. The model at the show had a forward wheelhouse, but both layout and equipment can be varied to suit customers.

Enquiries for fishing boats were running at a good level, but Marine & Industrial Engineers Ltd. was the only firm to report a sale. This was for one of its Spartan 23 potting boats — and there were good hopes of a second sale.

The dory-type of boat of around 17ft. long is attracting the interest of fishermen and the Arun Yacht & Boat Co. reported considerable interest in its Arun 17 recently featured in *Fishing News*. This craft is unusual in having a water jet drive.

Many of the major engine manufacturers chose Southampton to introduce new engines. Perkins had its new range 4 series on show for the first time.

A variety of engines are all based on a new six-cylinder engine which develops powers from 98 hp to 125 hp, the latter being the turbo-charged version with pleasure craft rating. The range has been developed for better fuel economy, greater durability and higher power outputs. Petters introduced a new engine based on the Volkswagen Golf diesel. This four-cylinder unit comes in two versions, 38 and 24 hp. Lister has extended its range of engines upwards and at the show the main exhibit

was the turbo-charged version of its six-cylinder and water-cooled diesel which produces 250 hp. Although primarily designed for high-speed craft, this engine features the quality engineering for which Lister is famed and could well prove attractive to fishing boat owners. Mercercraft has re-introduced an old favourite. Originally named the 570, its four-cylinder diesel based on the Ford engine has now reappeared as the 60. Much of the equipment at the show was equally suited

for fishing and pleasure use. There was a wide range of heaters, including several new models.

Taylor now offers a complete packaged version of its diesel and paraffin heaters which allows the owner to fit the unit himself. These are old favourites with fishermen. New to the scene is a Swedish heater, the Aerotemp. This diesel fuel heater incorporates a fan and is suitable for a ducted hot air system. Optimus, which has a long reputation in cookers and heaters, have introduced

several new models using butane or propane. Their Maxi and Mini Catalytic heaters are compact and safe and new cooker units combine gas rings and an oven in one compact unit. Flavel is, perhaps, better known in the caravan market, but some of the firm's equipment is equally suited to boats. Of interest to fishermen is a combined sink and cooker unit in stainless steel. Combining these two units makes for very easy installation.

Also caravan origin is the Carver range of ducted hot air heaters. These use LP gas as the fuel and the heating unit is completely cabin sealed.

A variety of alarm systems were on show and the range and capabilities of these units are continually being extended. The Sealarm has been designed specifically for marine use and can incorporate a wide variety of alarms from intrusion to gas and bilge level. Still on safety, RFD introduced a four-man version of its Seavsa liferaft. While this does not yet have DTT approval, it is ideal for the smaller fishing boat not governed by DTT rules and its low cost makes it particularly attractive.

Lucas Marine has introduced a new range of navigation lights to conform with the new IMCO regulations and it has also added to its wide range of electrical equipment designed for small boats.

As GRP boats are becoming common for fishing, a new GRP paint system introduced by International Paints is of interest. It has the unlikely name of Perfection 769 and the new system is reputed to make painting much easier and long lasting.

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## Brave Bear Isle trek

SKIPPER Leonard James Savage — whose death at 47 was reported in *Fishing News* last week — will probably be best remembered for his part in a famous rescue.

The rescue involved the crew of the Grimaby trawler, which had grounded off Bear Island in the 1930s.

Due to the conditions and the sea running at the time, the stricken vessel could not be approached from the sea and Skipper Savage, then in Lady Rosemary of Hull, played a prominent part in rescuing the Grimaby crew by an overland journey across Bear Island in atrocious weather. They hauled the Grimaby crew to safety up a cliff.

They had very little in the way of protective clothing or rescue equipment. The round journey was of several miles in almost complete darkness and freezing gales and their efforts were recognised by awards from the UK Mutual Trawler Owners' Insurance Co.

Skipper Savage was the son of Skipper Benjamin Savage, who for years was senior 'Admiral' to the Kelsall Brothers & Beeching firm's huge fleet of North Sea trawlers.

As a youngster he opted for single boating and came to Grimaby where he was apprenticed with the Grant Steam Fishing Co. Later he switched to Baker & Green before joining the Cargill Steam Fishing Company of Hull.

## 'Irvana' goes on mackerel

AN EARLY start to mackerel fishing has been made by Skipper Frank Wilson in the Fleetwood stern trawler *Irvana*.

She has been working mackerel off the west of Scotland and landing catches at Scottish ports. She will soon head south with other Fleetwood-based J. Marr and Boston vessels to work the south-west grounds.

The small J. Marr stern trawler *Ivana* and *Norina*, which have been white fish pairing, will soon be single-boating on mackerel. Their sister ships, *Armana* and *Norena*, are expected to continue pairing until the winter when they will probably go single-boating for white fish.

## OYSTER SIZE LIMIT 'YES'

SUSSEX Sea Fisheries District has been granted permission by the Fisheries' Ministry to enforce a by-law limiting the size of oysters caught to above 2 1/2 in.

The by-law also limits oyster catching to the period April 30. No person can dredge for oysters between May 14 and August 4, except for cultivation.

Sussex chief fishery officer, Jim Howell, said the by-law was needed to protect new oyster beds which could start spontaneously from oysters which drift from beds in the Chichester Harbour Conservancy area and, also, those recently laid down at

boats of its own and buying fish from Irish trawlers.

However, after a meeting in Castletown with representatives of the firm, local fishermen said that the Spanish intended to bring in at least nine boats and probably more, and to provide only 38 local jobs with none of the badly needed fish processing facilities.

One proposal put forward by the Spanish was for six trawlers over 100ft. long, with a further six licences to be granted at a later date. Castletown Fishermen's Co-op said in a statement that this effectively ruled out participation by their members, as six Spanish trawlers each with a capacity for 21 tons a day would more than meet the plant's requirements.

At a press conference in Castletown the chairman of the co-op, Pat Murphy, told the Irish correspondent that they believed the Spanish are now aiming for a transhipment centre.

"It is obvious to us that Spaniards who have been left out in the cold by EEC fishery rules, are using this project to get into our waters through the back door."

"The fact that they now envisage only 38 jobs is ample proof of their intention to use

Castletown where fishermen badly need processing facilities. At present the nearest plants are 120 miles away and fish quality can deteriorate on the way, with consequent loss of price.

Pescanova's proposal to set up a fish processing plant under the name of an Irish firm called Eirionva seemed to solve all that. But the reality, according to Irish fishermen, is turning out to be considerably less than the promises.

Originally Pescanova promised a full-scale fish processing factory on Dinah Island, with local employment for 200 people and the plant being supplied by three

Dinah Island merely as a transhipment base. Under the agreement it is now seeking there would not be a role for local fishermen," he told *Fishing News*.

"We weren't very impressed by the Spanish when they met us. We believe that all the benefits will go to them and that this project is just a 'front' to get more Spanish boats licensed within the EEC."

"We want to make it clear that we will welcome Pescanova if they come with the original proposals which they had," he told *Fishing News*.

It was also revealed in Castletown that an Irish-based company, the Irish Agricultural Wholesale Society, is interested in ex-

establishing a fish meal and processing plant at Dinah. There were problems in getting an agreement with the Department of Fisheries.

Dinah Island, across Castletown's harbour from the main fish dock, was established by the Government as a centre for fish processing industries when the harbour was designated a "major fishery centre."

A costly bridge linking the island to the mainland was built 4 years ago, but Dinah has still not got any facilities. On the same day as Castletown fishermen protested about Pescanova's plan, two more Spanish boats were arrested 45 miles west of the Blasket Islands, off County Kerry, for alleged breaches of the EEC 200-mile zone.

# MORE BOATS, FEWER JOBS £2m Spanish plant is a 'back-door con'

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## Show trip to Oslo

MORE THAN 140 companies and organisations have booked space for the Nor-Fishing '78 exhibition being held from November 20 to 26 in Oslo.

Two seminars will be held during the exhibition run. One will look at the work to be done in developing countries, while the other will review Norwegian experience in finding and catching blue whiting.

This year, the Norwegians caught about 115,000 tonnes of this fish. The seminar will be in Norwegian, with interpretation into English.

A three-day visit to Nor-Fishing is being organised by the Importers' Club (Norway) from November 19 to November 22. The inclusive cost for scheduled flights, first-class hotel, plus bed and breakfast, is £166 with single-room supplement.

Further information can be obtained from Importers' Club (Norway), 20 Pall Mall, London SW1.

## 'Ranger' loss inquiry

THE Department of Trade has ordered a Formal Investigation into the founding of the Lowestoft stern trawler *Boston Sea Ranger* last December.

The trawler sank on December 5 with the loss of five lives.

The hearing will be held at Lowestoft at a date to be announced later.

## Inca trawl

THE NET pictured under test in the White Fish Authority's flume tank at Hull in *Fishing News* September 15, was the 800 series Inca trawl. The caption stated it was the ten-fathom wing trawl. Both nets are made by Southern Nets of Rye.

The dory-type of boat of around 17ft. long is attracting the interest of fishermen and the Arun Yacht & Boat Co. reported considerable interest in its Arun 17 recently featured in *Fishing News*. This craft is unusual in having a water jet drive.

Many of the major engine manufacturers chose Southampton to introduce new engines. Perkins had its new range 4 series on show for the first time.

A variety of engines are all based on a new six-cylinder engine which develops powers from 98 hp to 125 hp, the latter being the turbo-charged version with pleasure craft rating. The range has been developed for better fuel economy, greater durability and higher power outputs.

Petters introduced a new engine based on the Volkswagen Golf diesel. This four-cylinder unit comes in two versions, 38 and 24 hp. Lister has extended its range of engines upwards and at the show the main exhibit

was the turbo-charged version of its six-cylinder and water-cooled diesel which produces 250 hp. Although primarily designed for high-speed craft, this engine features the quality engineering for which Lister is famed and could well prove attractive to fishing boat owners.

Mercercraft has re-introduced an old favourite. Originally named the 570, its four-cylinder diesel based on the Ford engine has now reappeared as the 60. Much of the equipment at the show was equally suited

for fishing and pleasure use. There was a wide range of heaters, including several new models.

Taylor now offers a complete packaged version of its diesel and paraffin heaters which allows the owner to fit the unit himself. These are old favourites with fishermen.

New to the scene is a Swedish heater, the Aerotemp. This diesel fuel heater incorporates a fan and is suitable for a ducted hot air system.

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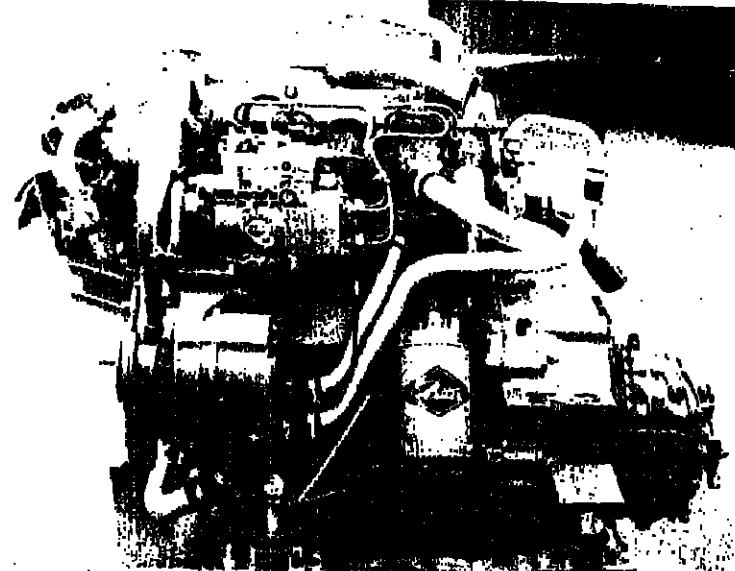
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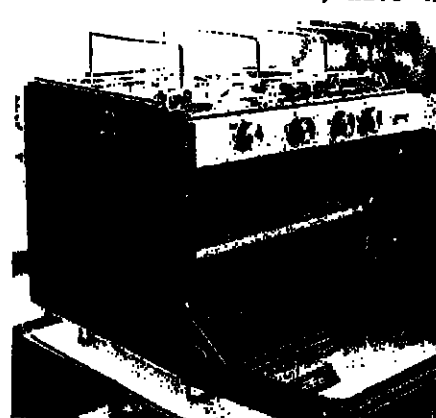
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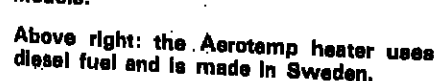
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Petters' new four-cylinder diesel first seen at the show. The firm recently clinched an export order for 180 of its 22.5 hp air-cooled units.



Above: combined stove and oven from Optimus. The firm introduced several new models.



Above right: the Aerotemp heater uses diesel fuel and is made in Sweden.

Right: Lister's new 250 bhp diesel has a front power take-off able to handle 75 per cent of engine power.



## TOP LANDINGS LAST WEEK

**NEW 311- x 10ft. x 3ft. 6in.** steel trawler, quarter inch steel plate, flume deck, forward wheelhouse, navigation light, Ford 110hp, PRM 2:1 approx 150 gallons fuel capacity, stern gear net, Rapp, propeller inspection box, £7,860 plus VAT. Telephone: Newhaven 4539 (Sussex).

**19ft Ball Quay (fisher 1972, forwrd wheelhouse, Lidar ST72, Ferraguzzi sounder plus gear, £2,500 on).** Telephone: Newhaven 4773.



